

Country: GERMANY
Type of Document: International Market Insight
Title: THE ZEPPELIN NEW TECHNOLOGY - FIRST PASSENGER FLIGHT - INVESTORS WANTED

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101 years ago, the first flight of a Zeppelin took place. At that time the airship was built based on plans of Ferdinand Graf von Zeppelin. He began the development of rigid airships in 1890. Between 1900 and 1938 total production reached 119 Zeppelins.

After the big disaster of 1937, in which the airship "Hindenburg" exploded while landing at the U.S. city of Lakehurst in New Jersey, the Zeppelin construction seized. The Zeppelin Luftschifftechnik GmbH located in Friedrichshafen at Lake Constance has undertaken the first effort to reinvent the airship. The company was founded in 1993 with the aim of developing, building and operating new technology Zeppelin airships. The operator for the airships is the Deutsche Zeppelin Reederei, a daughter of the Luftschifftechnik GmbH. The maiden-flight of the Zeppelin NT took place on September 18, 1997 in Friedrichshafen. Destinations are Konstanz, the Isle of Mainau or Lindau, Bregenz return.

On August 15, 2001, 64 years after Lakehurst, the first passenger was able to get onto a Zeppelin in Friedrichshafen and fly over Lake Constance.

The Zeppelin New Technology has a length of 75 m, a width of 19.5 m, a height of 17.4 m as well as 2+12 seats and is with these measures not as large as the historical airship. The cabin volume amounts to 26 m³, the length of the cabin is 10.7 m.

Three propellers and a lateral fan driven by the aft engine allow extensive maneuverability and ensure smooth and efficient flying. The airship can take off and land vertically just like a helicopter.

Under normal weather conditions, a ground crew of only three men is needed due to the swivelling propellers. This leads to low labor costs and dramatically reduced turn-around times.

The cockpit is a comprehensive high-tech workplace equipped with modern avionics. Fly-by-wire controls operated by a sidestick permit precise maneuvering thus reducing pilot workload. Weather radar and a mission monitor are optional. The cabin can comfortably carry the two pilots and twelve passengers and a variable cabin lay-out ensures fast and easy conversion for differing missions.

Dr. Bernd Straeter, CEO of the Zeppelin Luftschifftechnik GmbH explained to FCS Berlin that a high percentage of the Zeppelin's equipment is of U.S. origin: Lycoming provides the engines, ILC the wrapping, the avionics are made by Rogersen Krators. The CEO pointed out that the operating company, Deutsche Zeppelin Reederei, is open for investors and would appreciate very much a U.S. participation.

The company is - according to Straeter - striving for FAA approval by the end of August 2001 and following looking for operating companies within the United States, most likely the year after next.

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U.S. Department of Commerce
International Trade Administration
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__\$11K-\$100K

__\$101K-\$500K

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